

CLASSIFIED MESSAGE

S E C R E T

DATE

0138Z 27 OCT 62

TO DIRECTOR

25X1

ACTION: OSA (1-2-3-4-5-6-7-8-9-10-)

INFO: S/C (11)

TOR: 0215Z 27 OCT 62

25X1
25X1 TO PRITY

INFO

CITE

IN 53621

25X1

NO NIGHT ACTION

ACFT NUMBER ONE MADE FLIGHT NUMBER 41 FOR 55 MINUTES,

25X1

PILOT [] TAKE-OFF AT 1430 HOURS AREA TIME
 WITH 22.2 PERCENT AFT CG AND 85,000 POUNDS G.W. AB TAKE-OFF
 AND AB CLIMB TO 40,000 FEET. ACCELERATED NORTH BOUND TO MACH
 1.5 WHILE CLIMBING. MADE 180 DEGREE TURN CLIMBING TO 46,000
 FEET AND MACH 1.6 IN TURN. PILOT STARTED RETARDING POWER
 SLOWLY, NONETHELESS ACCELERATION CONTINUED TO MACH 1.68 AT
47,000 FEET AT WHICH POINT AB'S WERE OFF. BOTH ENGINES STALLED
 WHEN AB'S CAME OFF. PILOT HAD BOTH ENGINES CLEARED BY MACH 1.4
 AT 45,000 FEET. HE THEN ADVANCED J-58

TO FULL AB AND MAINTAINED MACH 1.4, RETARDED AB TO MILITARY
 POWER, NO STALL, SAME PROCEDURE FOR J-75, SAME RESULTS.
 DESCENDED TO 30,000 FEET, 300 KTS, PILOT CHOPPED J-58 FROM
MILITARY TO IDLE AND MOVED RAPIDLY BACK TO MILITARY. ENGINE
RESPONDED VERY FINE LIKE ANY JET ENGINE. REPEATED SEVERAL TIMES,
SAME RESULTS, PILOT LET AIR SPEED MOVE BETWEEN 100 AND 300 KTS

S E C R E T

 GROUP 1
 Excluded from automatic
 downgrading and
 declassification

25X1

[] IN 53621

S E C R E T

PATE TWO

DURING ABOVE RAPID THROTTLE MOVEMENTS. DESCENDED TO 20,000
FEET. RAPID THROTTLE MOVEMENTS ON J-58 AS ABOVE. SAME EXCELLENT
RESULTS, AIR SPEED VARIED BETWEEN 175 AND 300 KNOTS. PILOT LEFT J-58
IN IDLE UNTIL AFTER LANDING. CHUTE DEPLOYED NORMALLY. PILOT
ENTHUSIASTIC ABOUT THRUST RESPONSE IN SUPERSONIC AREA AND
EMPHASIZED IT GREAT IMPROVEMENT OVER ENGINE NUMBER 202 IN THRUST.
EGT TRIM SWITCH WORKED VERY FINE, PILOT TRIMMED UP 45 SECONDS,
TEMPERATURE RESPONDED WELL. PILOT DELIBERATELY STOPPED CLIMB AND
ACCELERATION DUE TO FACT HE HAD NO PRESSURE SUIT. ACTUALLY

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25X1

OVERSHOT [] OBJECTIVES WHICH WERE MACH 1.6 AT 46,000 FEET DUE
TO CONTINUED ACCELERATION IN MINIMUM AB ON J-58 WITH J-75 AB ON.
THE EJECTOR FLAPS ON LEFT SIDE WERE HEAVILY DAMAGED WHEN J-58
BLEW AND ENGINE STALLED. THEY ARE BEING REPLACED. THE STOPS
ARE TOO SHORT AND MUST BE LENGTHENED TO PRECLUDE EDGES OF FLAPS
COMING TOGETHER DURING RAPID CLOSURE. NO VIBRATION WAS NOTED IN
LAST TWO FLIGHTS (ENGINE NUMBER 205) IN DECELERATION 6300 TO 6200
RPM. PILOT REPORTS NO NOZZLE VIBRATION DURING ENGINE ACCELERATION
OR DECELERATION OR AT ANY RPM RANGE DURING FLIGHT. THE YAW DAMPER
DID A YEOMAN JOB DURING RAPID POWER CHANGES. LARRY PLANS ON
FLYING AIRCRAFT NUMBER ONE AT 0800 HOURS AND 1300 HOURS AREA TIME
27 OCT 62. HE ALSO INTENDS TO FLY AIRCRAFT NUMBER THREE AT 1030
HOURS AREA TIME 27 OCT 62. BASE COMPLEMENT ON NORMAL DUTY DAY
SCHEDULE. JOHN PARANGOSKY SHOULD HAVE A GOOD DAY. THINGS ARE
LOOKING UP. GOING FOR MACH 2.0 , 27 OCT 62 WITH SPACE SUIT.

Nozz or
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END OF MESSAGE

S E C R E T